

## TOMORROW REMEMBER THIS SHOE SALE.

Twice-a-year It Occurs.

WASHBURN \$3.50 SHOES.

W. L. DOUGLAS \$3.50, \$4 SHOES

ALL LEATHERS, ALL SIZES.  
DON'T MISS IT.

At \$2.50 a Pair.

The Palace  
Auerbach & Suttell, Clothing Co.Don't  
Miss  
This.

## RAILROAD NEWS.

Five Union Pacific Conductors  
Are Reinstated.Were Let Out Because of Under-  
hand Spotter Work.

ONE CAN'T COME BACK.

Conductor Jas. Fields Has Sus-  
tained Serious Accident.Conductors Brown and Wilson  
the Last to Resume Work.

Chas. Brown, one of the oldest conductors on the Kansas division of the Union Pacific, who with several other conductors was let out during the shakeup last year, has resumed his old run again on through trains Nos. 4 and 5. Mr. Brown has been in Mexico for several months and returned to Kansas City yesterday. Conductor Herschel Wilson also resumed his old run on 4 and 5 on the west end last night. The reinstatement of Brown and Wilson completes the work of replacing all the old conductors who were let out last fall on account of the underhand work of a "spotter," James Fields has been reinstated but on account of an accident at Kansas City in which he lost a foot he was unable to go back to his old duties and is now engaged in conducting the Brunswick hotel at Hays City, Kas. Follens and Dan Curtin were reinstated some time ago and they have been running trains for several months. Curtin is on the night trains, 1 and 2 and Follens has his old run on the day trains. All of these conductors are old timers and the traveling public are greatly pleased to see them again on their old runs.

### WANT THEIR PASSES.

Kansas Stockmen Will Not Willingly  
Surrender Privileges.

Kansas City, Mo., Sept. 4.—The announcement at Chicago Tuesday that the executive officials of the various western railroads had decided to discontinue, after January 1, issuing free return transportation to live stock shippers who accompany their consignments to market, was a topic of general discussion among the stockmen who were on the local market yesterday. Without exception the stockmen condemn the action of the railroad officials in unmeasured terms. There is no doubt that sentiment against the enforcement of the rule will be aroused in all sections of the west, and an organized effort made to have the officials rescind their action. The new rule was not generally known yesterday, but it will not be long until every shipper in the west will protest.

In what form the protests will be made is not determined. The matter will undoubtedly receive attention at the annual meetings of the various live stock associations, and unless the officials recede from their position the matter will find its way into the courts. A Kansas stockman here yesterday, who is considered of some consequence in politics in the short grass country, was quite wrathful when he read the announcement. He declared the matter would be presented to the legislature at its next session by the Kansas stockmen, who will ask that a law be passed compelling the railroads to issue return

passes to every owner who accompanies his shipment.

The new regulations which eliminate return passes to stock shippers have been in force on all railroads east of Chicago for several years. Stock shipments there are not nearly as great as in the west and little complaint was made. A return pass is highly valued by a western shipper and the privilege will not be taken from him without a fight. The railroad officials gave as a reason for the new rule that many shippers have abused the privilege and have sold their extra passes to the hated ticket scalpers. Under the present rule a return pass is issued with two or more cars of stock. The extra passes are obtained by men who ship in different names.

### CAN'T BE IMPROVED.

Passenger Men Say the "Hotel Train"  
Is Impractical.

Chicago, Sept. 4.—Passenger officials of the transcontinental roads seem to be of the unanimous opinion that the reported plan for the establishment of palatial hotel train service between New York and San Francisco is a wild "pipe dream." It is, they declare, wholly impracticable. In the first place, it would be impossible to improve the existing service which has been possible to attain. The only way in which the trip could be made any more luxurious than it is at present would be to assign to each passenger more space than is now allotted, and of course this would correspondingly reduce the number of passengers that could be carried.

Limited train service as at present operated, even when all the space in each train is occupied, is not profitable. To reduce the number of passengers carried to the extent involved in the proposed hotel train service would make necessary the doubling, if not the tripling, of the rates now in effect. If by any means they can clip \$1 or \$2 from normal rates they are highly pleased, and that they would be willing under any circumstances to pay two or three times as much as they are now obliged to do to the experienced passenger official wholly unresponsive.

Another reason given for rejecting the proposed plans wholly impracticable is that there are not sufficient first-class passengers traveling from the east through to California to support such a service. A few trips might be made in the middle of the winter season, but two or three would wholly exhaust the travel of the character that this special service is intended to serve. Such a train from New York to Florida points in the winter season might be liberally patronized, but to California would be a flat failure. Any attempt to establish it will meet with no support whatever from the roads.

### ENGINEERS HAVE A MINE.

Rock Island Men Invest in a Rich  
"Prospect" Near Conant, N. M.

Dalhart, Tex., Sept. 4.—A mining company has just been organized among the local employees of the Rock Island, which promises to be a paying investment for those who are interested in it. It is incorporated under the name of the Onagro Mining company, and has been capitalized for \$100,000. The following men have been elected as officers of the new company: Charles S. Ross, president; A. S. Long, secretary, and Charles Rayburn, treasurer. All of these men are members of the Brotherhood of Locomotive Engineers, and have been in the employ of the Rock Island for a good many years. They have secured several claims which are located about twelve miles west of Conant, N. M., on the Rock Island, and a shaft has been sunk un-

der the direct supervision of R. A. Stewart, another Rock Island engineer. The shaft has reached the depth of 39 feet and ore which is rich in copper and silver, and assays \$104 to the ton, is being taken out as rapidly as both day and night shifts will permit. It is the intention of Mr. Stewart to sink the shaft to the depth of 175 or 200 feet if necessary, as every foot has so far disclosed richer ore. It is not considered but what the company's claims are rich in paying mineral. Men connected with the company are constantly searching the territory lying adjacent to their claims in the hope of discovering other valuable mineral deposits, all of which would enter into the company's possession and would make the stock more valuable.

It is now understood that one of the principal reasons for the Rock Island directors' recent trip west was that of this division was to inspect the country through which the proposed link between the Rock Island and the Santa Fe would pass. The General Mining company's claims are located in this vicinity and should the proposed line be built and necessary station facilities be granted to them by the Rock Island their claims would eventually be classed with the best and most promising in this vicinity.

### WAR IS SPREADING.

Likely to Be a Great Carnival of Rate  
Cutting.

Chicago, Sept. 4.—A rate war covering the United States is feared as the result of a heavy cut, effective this week.

Efforts of competitors to induce the Grand Trunk to withdraw its \$24 round trip rate from Chicago to New York proved unavailing. The company has notified its Chicago-St. Paul connections that they may use the \$24 rate to New York tomorrow as a basing rate in connection with the \$8 round trip rate in effect between St. Paul and Chicago today.

This makes a through rate of \$32 from St. Paul and Minneapolis via the Niagara frontier to New York, against the \$25 rate to New York from St. Paul and Minneapolis, via Montreal. The \$24 round trip rate from Chicago to New York will be met by all the differential lines east from Chicago. But the standard lines probably will ignore it. They feel they would lose thousands of dollars through manipulation of the return coupons by scalpers. Even as it is the adoption of the \$24 round trip rate by the differential lines will cause considerable demoralization during the first two weeks of September.

Fears are entertained that the trouble will spread to St. Louis, Kansas City, and southwestern Missouri river points. An official of one of the western roads yesterday stated that the company proposes to put in correspondingly low rates from Kansas City and St. Louis to New York. If this is done a serious passenger rate war is likely to be inaugurated.

### WORK IN OKLAHOMA.

Missouri Pacific Said to Be Planning  
an Extension.

The work of constructing the Missouri Pacific extension into Oklahoma is progressing rapidly. The grading force has reached a point in the Osage nation, near Bartlesville, T. T., where a steel bridge is planned to be thrown over Sand creek. The grading is being pushed toward the Arkansas river, where another bridge contract is necessary. The extension of the line into Oklahoma is being completed, the construction of iron spurs over all the trisles on the Missouri, Kansas & Texas system will be begun. The grading of the Katy extension southwest from Guthrie into Texas is also active, the entire Oklahoma extension to extend from Coffeyville into Texas.

For a year past rumors have been current in railroad circles that the Missouri Pacific had plans to enter Oklahoma, passing through Oklahoma City and westward. It is now claimed that for the construction of such a line the central construction company, with headquarters at Shawnee, Okla., and J. P. Smith, was recently chartered with \$500,000 capital stock.

### LARGEST ON RECORD.

Santa Fe's Merchandise Shipments  
Make a New Mark.

Commenting on the Santa Fe July earnings the Chicago Tribune says: "A large part of the increase in the Santa Fe earnings since July 1 is due to the heavy movement of general merchandise, which has surpassed all records in the history of the company. Net earnings also show an increase of about 17 per cent in July. Since the end of May the earnings of the road have not been called upon to supply any considerable amount of cash for extraordinary expenses. The heavy task of relaying rails ended with the month of May. The Santa Fe's heaviest improvements are completed, and current earnings will not be further called upon for anything more than a conservative allowance for maintenance of ways and equipment in addition to the operating expenses. The latter will continue to be heavy, owing partly to increased cost of fuel, labor and materials."

### HAS RAILROADS FOR RENT.

State of Texas Will Lease a Line to a  
Corporation.

Austin, Tex., Sept. 4.—The charter of the Rusk and Southwestern Railway company was filed here today. It has a capital stock of \$30,000, and is formed for the purpose of leasing from the state of Texas and operating a railway which now runs from Rusk to a point about 20 miles east of that place. The road is to be extended east to a point near the Neches river and the new company. The incorporators are W. H. Knox, C. W. Hawley, Robert Aagel, W. F. Robertson, all of Dallas; J. B. Reagan, E. L. Gregg, Robert Fryer, A. F. Kirkpatrick and S. P. Wilson of Rusk.

### BLOCKADE AT NEWTON.

Santa Fe Has Trouble Handling Its  
Long Freight Trains.

Newton, Kan., Sept. 4.—The track facilities in the Newton yard have been found inadequate last night for handling the great freight traffic now on. A drag of 74 cars from the west was run over the way and held on the branch for several hours, until the blockade could be broken. From reports Newton is no exception in this respect as the entire line is congested and will be so until the embargo on Kansas City shipments is raised.

### FAST RAILROAD BUILDING.

Denver & Rio Grande Secures Aid  
from Lumbermen and Others.

The record for fast railroad building in the west has just been set by the Denver & Rio Grande. Inside of three months the contracts were let, grading camps were organized, the men put to work, fifteen miles of grade through a mountainous country was completed and ten miles of track was laid. The scene of this fast work was on the Rio Grande southwestern road, which the Denver & Rio Grande is constructing from Lumberton, near Pagosa

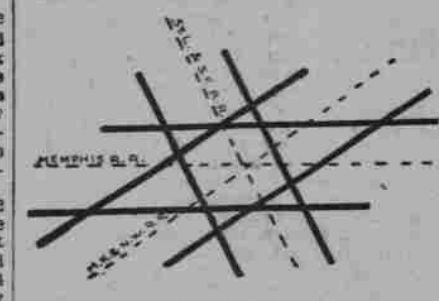
Junction, to Gallina, in Rio Arriba county, New Mexico. This road, when completed, is to be forty-two miles long. It is being constructed for the purpose of opening a big timber district in New Mexico. While it is being built by a separate corporation all of the stock is held by the Denver & Rio Grande and its directors are officers of that road in Denver. Grading has now been completed for about a distance of ten miles. It is expected that Elvado, the point where the big Hums-Biggs lumber mills are located, will be reached by the first of October. This is a distance of twenty-two miles from Lumberton. The cost of the entire road will be about \$2,000,000 when completed and equipped.

It is estimated that the lumber men, farmers, miners and people from every section of the country have gone into the camps and offered to work on the grades. The result was as many laborers as the contractors could possibly use and this led to the rapid work.

### TRIPLE RAILROAD CROSSING

Only One of Its Kind in the World Is  
at Columbus, Kas.

At Columbus, Kas., there is an interesting piece of special track construction in the shape of a crossing for three tracks, the center lines of which intersect one another at a common point. Originally the northern and western divisions of the St. Louis & San Francisco crossed here, and later the Joplin branch of the Missouri, Kansas & Texas was located and constructed to pass through this crossing, meeting the other two tracks as stated.



The work of location was in charge of George W. Bell, chief engineer of the Texas & Oklahoma, to whom we are indebted for information, and the crossing was made by the Elliott, Frog and Switch company, East St. Louis, Ill. The accompanying illustration shows the construction of the crossing, frogs and the angles of the crossing. The frogs were made of 70-pound rails of Am. Soc. C. E. standard section. It was put in early last year, and so far as known there is not another crossing of the same kind anywhere else in this country.

### MUST BUY NEW WATCHES.

New Order by Manager Herbert  
Makes Engineers Very Mad.

The Colorado & Southern is understood to be faced with a strike by the engineers on that road unless a recent action of J. M. Herbert, the vice president and general manager is rescinded. It is probable that the watch inspectors recently took place and that this was followed by an order condemning all of the watches used by the engineers on the road. The engineers, it is said, were then instructed to buy a certain watch which is manufactured in St. Louis. The cost of the watches was placed at \$6,000, and the engineers have protested against being required to spend their money for new watches.

A conflict has arisen with the management in which the engineers desire to know why their watches had all been condemned and defied Mr. Herbert. The engineers had been ordered to keep their watches. This apparently had no effect, so the matter was taken up by the engineers as an organization. Several conferences have been held without result, and it is reported that the head officers of the Brotherhood of Locomotive Engineers will from now on conduct the negotiations.

### SAY IT MEANS RUIN.

Express Companies Plead Against a  
Reduction in Texas Rates.

Austin, Tex., Sept. 4.—The rehearing of the proposition to make a horizontal reduction of 10 per cent in the Texas rates in Texas took place before the railroad commission today. Attorneys for the railway and express companies, including G. S. Lee of Kansas City, traffic manager of Wells Fargo; G. B. Robbins, traffic manager, and J. L. Daniels, general superintendent of the Pacific Express company, St. Louis, and T. D. Adams, superintendent of the American Express company, St. Louis, No one appeared to oppose the proposed reduction. The express officials present testified as to the ruinous effect such a reduction in rates would have on the Texas revenue of the respective companies. The railroad commission took the matter under advisement.

### RUSH OF BUSINESS.

Fort Scott Shops Turning Out Seven  
and Eight Engines a Month.

Fort Scott, Kan., Sept. 4.—The Missouri Pacific is not only working full time and full capacity, but more men are being employed here than at any previous time in the history of the shops. Much overtime is consumed and the work proceeds on Sunday most of the time. Master Mechanic Kellogg says that all departments are rushed and that the outlook for a continuance all through the winter is encouraging. The shops are working to their utmost capacity, turning out seven and eight locomotives each month. Machinists and all other classes of workmen are in demand. Recently whole trains of bad order cars have been brought here from Oswatimie and other points where shops are located, thus indicating that business is rushing all over the Missouri Pacific system.

### GET SHORTER HOURS.

Illinois Central Telegraphers Secure  
Important Concessions.

Chicago, Sept. 4.—Negotiations which have been pending since May 1 between the Illinois Central railway and the telegraphers were concluded last night. The demands of the telegraphers, slightly modified, were granted. The long time taken to effect the settlement.

### No Dessert More Attractive

Why use gelatine and spend hours soaking, sweetening, flavoring and coloring when

Jell-O produces better results in two minutes? Everything in the package. Simply add hot water and set to cool. It's perfection. A surprise to the workers in the demand. Try it today. In Four Fruit Flavors: Lemon, Orange, Strawberry, Raspberry. At grocers, 10c.

## WHERE THE FAULT LAY.

A man went into a grocery store one day to buy a pound of coffee. He wanted what he'd been brought up to believe was the best, and asked for "Mocha and Java, mixed." The grocer dived down into one dusty bin and then another, emerging each time with a scoop-full of coffee. These he proceeded to mix, and as he stirred them up in mixing, particles of dust which he had scooped up with the coffee arose and filled the grocer's eyes, until he was for the moment blinded. When he had rubbed the dust out of his eyes so that he could see again, his customer had fled.



It wasn't the fault of the coffee, which might have been the best in the land, nor was it the fault of the grocer, for he must sweep his store to keep it clean, and he can't help where the dust settles. It was the fault of the IDEA that bulk coffees can be pure and free from dust.

## DOS RIOS COFFEE

IS pure and free from dust, because it's sold only in sealed air-tight canisters, which also preserve its original strength and flavor. It's the only coffee that goes to the consumer direct from the plantation on which it is grown.

(PRONOUNCED DOS REE-OS.)

### TRAINING AT LAWRENCE.

Weeks Had a Number of the Candi-  
dates Out for Practice Yesterday.

Lawrence, Kan., Sept. 4.—The first football work of the 1903 season of candidates for places on the University of Kansas team was done on McCook field Thursday afternoon under the direction of Coach Weeks. All of last year's men who are here and as many new men as could be located were notified to appear at 4 o'clock. There was not a "large and enthusiastic" gathering, but of last season's team Joe Alford, Hart, Lovelace and Love were on hand and quite a number of men who have never played varsity football.

The work could not be anything but the plainest preliminaries and there was quite a discussion and interpretation of the rules before the men were given any training whatever. As is generally the case, Weeks will set about to develop the "wind" of the men at first and it will be ten days before anything like the regular squad will be in readiness for the real work of the year. Weeks intends to give the men lots of hard work and will keep them full of football ideas so that when it comes to develop the team and to play in position it will come easier, and the development will be faster.

### HE ESCAPED.

A Prisoner at Wichita Got Away  
While on Way to Jail.

Wichita, Kan., Sept. 4.—C. W. Anderson, for whom two additional warrants were issued yesterday charging him with obtaining money under false pretenses, gave himself up to the officers, but before they reached the jail escaped.

Anderson, with the deputy marshal of the city court, was passing a band concert when a horse in the crowd started to run away. The officer sprang to the ground to catch it, when his prisoner seized the lines, lashed his horse into a run, dashed through the crowd and then no news of him has been received. The horse and buggy belonged to a local livery barn. Anderson is the man who represented himself to be the agent of prominent soap factories, persuading his patrons to buy from him at much higher than regular prices by promising to send them valuables with each purchase.

### Dead from an Officer's Shot.

Cherokee, Kan., Sept. 4.—James Murphy of the firm of McKinny & Murphy, proprietors of the Cherokee Pop works, who was shot by Officer Lane at the reunion grounds at Baxter Springs, died at the hospital there Thursday at 4 o'clock. Murphy is the third member of the family to meet a violent death. Eight years ago a sister was mysteriously murdered near Oswego. Four years later, John Murphy, a brother, was shot and killed by Frank Wade at Mineral City, Ariz. About two years ago James Murphy married this brother's widow. He has lived here for about three years.

### Frederick B. Couderc III.

New York, Sept. 4.—Frederick B. Couderc, the famous New York lawyer is seriously ill at his home on Cove Neck, L. I. He is under the constant care of a physician. Mr. Couderc is suffering from a heart affection which has been threatening his life, but the trouble is now said to be so bad as almost to preclude hope of his recovery.

## DR. FENNER'S

Kidney Cure

AND

Backache Cure

ALSO PURIFIES THE BLOOD.

Don't become discouraged. There is a cure for you. If necessary write Dr. Fenner. He has spent a lifetime curing just such cases as yours. All consultations are FREE. "I had severe case kidney disease and rheumatism, discharging bloody matter. Suffered intense pain. My wife was seriously afflicted with female trouble. Dr. Fenner's Kidney and Backache Cure cured us both."

Sold by Druggists, 50c. and \$1. Ask for Dr. Fenner's Almanac or Cook Book—Free.

"We have sold many dozens of Dr. Fenner's St. Vitus Dance Specific and every case has been cured by it. It is a blessing. ALLEN-CLARK DRUG CO., Akron, O."

ST. VITUS' DANCE.

Demand  
the Cigar with the  
Band that says



The Only Cigar

That's the same to-day, to-morrow, forever.  
5c. here, there, everywhere.

The Largest Selling Brand of Cigars in the World.

The Band Is the Smoker's Protection.

